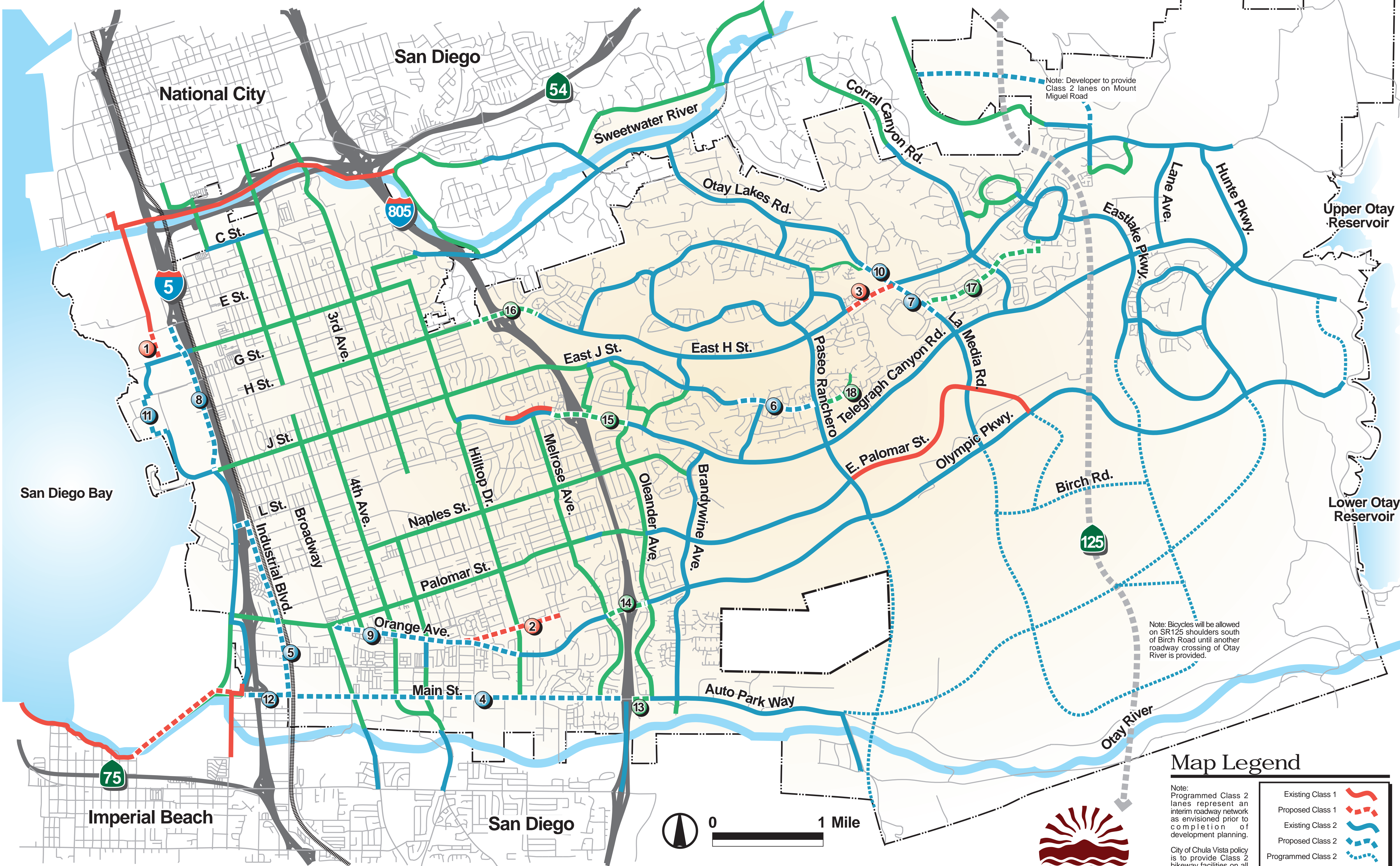


Chula Vista Bikeway Master Plan Update - 2005



Map Legend

Note: Programmed Class 2 lanes represent an interim roadway network as envisioned prior to completion of development planning.

City of Chula Vista policy is to provide Class 2 bikeway facilities on all new arterial roadways.

- Existing Class 1
- Proposed Class 1
- Existing Class 2
- Proposed Class 2
- Programmed Class 2
- Existing Class 3
- Proposed Class 3

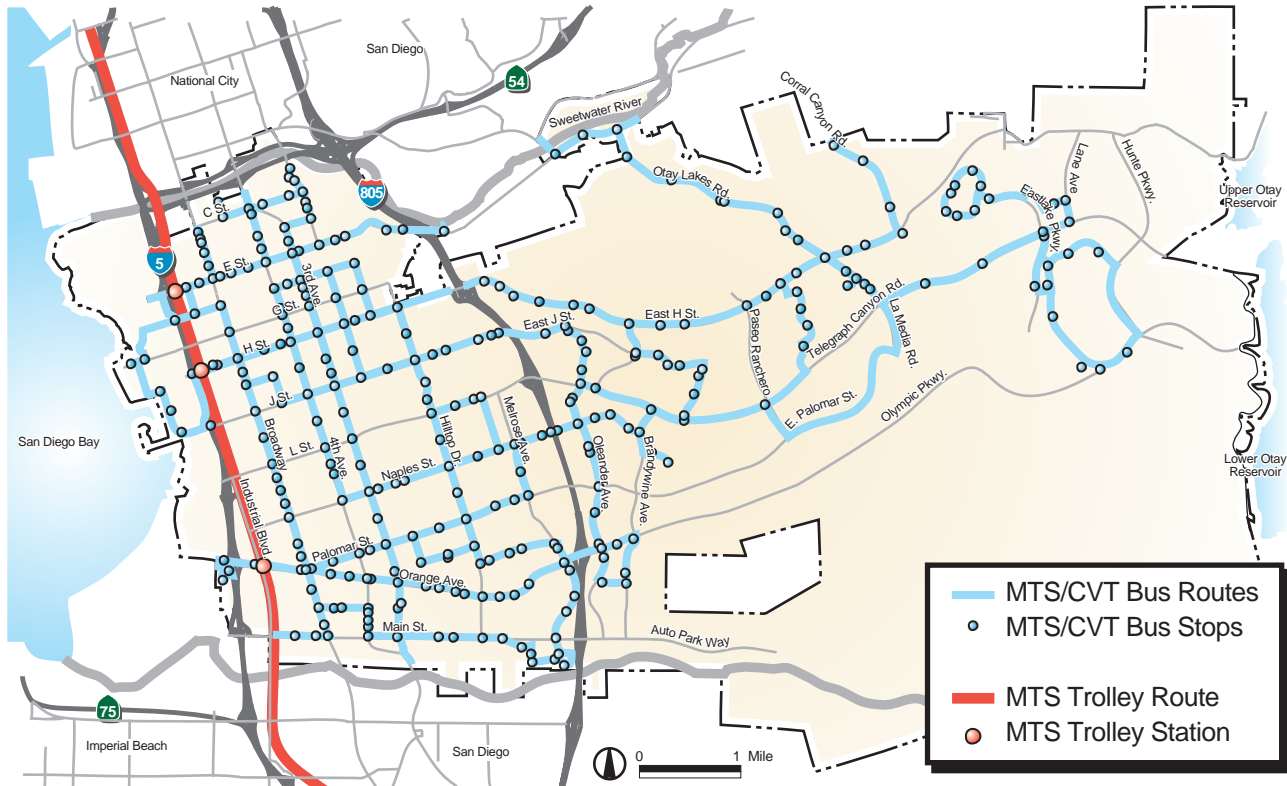
Bikeway Facility Types

Typical Sections	Locational Criteria	Typical Users
Class 1 (Bike Path or Bike Trail) 8' paved + 2' graded edge min. for two-way (Greater width recommended where high bike volumes or levels of mixed use occur)	Separate right-of-way away from motor vehicular traffic. Used where adjacent roadway speeds and ADTs are too high for safe joint use, for connections through open space areas and parks, or where no other facility type is feasible.	Kids, Family Recreational, Adult Exercise, Skaters, Joggers, Recreational Walkers, Exercise Walkers
Class 2 (Bike Lane or Bikeway) 5' min. total width where curb occurs, 6' adjacent to parking (Wider bike lane recommended where bike volumes are high)	Within vehicular right-of-way, but delineated by warning symbols and striping. May be used where roadway speeds and ADTs are fairly high, but adequate roadway width is available. Directness and number of users are significant factors.	Adult Recreational, Commuters and Serious Cyclists
Class 3 (Bike Route) (Wider than standard outside lane recommended)	Within vehicular right-of-way, but typically delineated by directional signage only. Used where roadway speeds and ADTs are fairly low, and where route directness and number of users is not likely to be significant. Primarily for route directions on suggested roadways.	Commuters and Serious Cyclists
Undesignated (No modifications required)	Within vehicular right-of-way, but not signed or delineated except in bikeway maps. Used where roadway speeds and ADTs are quite low, and where route directness and number of users is not likely to be significant. Used to informally connect other facilities.	Kids, Family Recreational, Commuters and Serious Cyclists

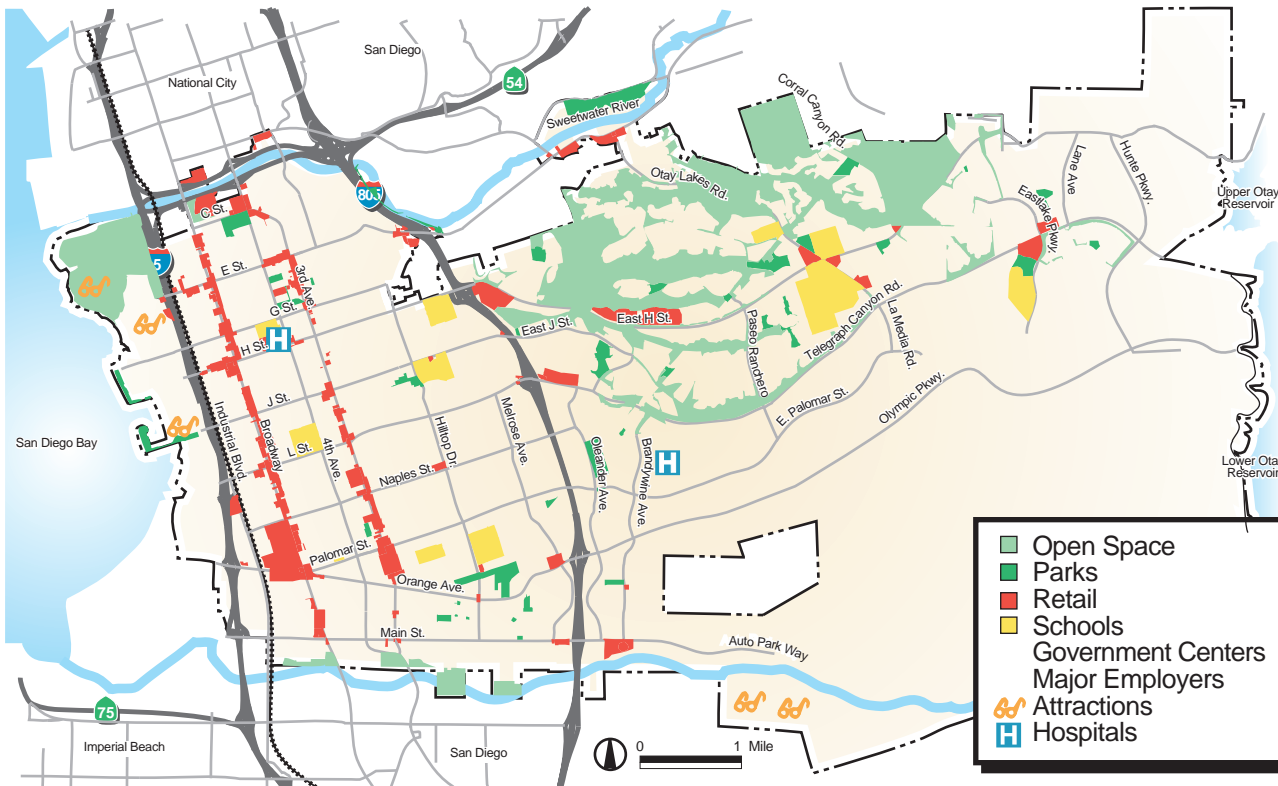
Capital Improvement Projects

Segment Number	Feet	Miles	Description	Est. Costs	Notes
Class 1 Facilities					
1	1,320	0.25	Bayshore Bikeway between E Street and F Street	\$187,978	Completion of Bayshore Bikeway
2	5,821	1.10	Utility easement between Max Avenue and Second Avenue	\$305,537	Consult SDG&E
3	2,640	0.50	East H Street between Buena Vista Way and Otay Lakes Rd	\$1,040,899	Dual Class 1 paths
Total:				1,534,414	
Class 2 Facilities					
4	14,400	2.73	Main Street between Industrial Boulevard and I-805	\$3,221	Interim Class 3 (Class 2 cost not included)
5	7,890	1.49	Industrial Boulevard between L and Main Streets	\$2,315,499	Interim Class 3 (Class 2 cost included)
6	3,700	0.70	East J St. between River Ash Dr. and Paseo Ranchero	\$43,818	Fills gap in Class 2 facility
7	3,400	0.64	Otay Lakes Rd. between East H St. and Apache Dr.	\$14,786	Fills gap in Class 2 facility
8	5,280	1.00	Bay Boulevard between F and J Streets	\$58,560	Fills gap in Class 2 facility
9	8,263	1.56	Orange Ave. between Palomar Street and Hilltop Drive	\$239,710	Interim Class 3 (Class 2 cost included)
10	1,600	0.30	Otay Lakes Rd. between East H St. and Ridgeback Dr.	\$3,514	Completes northbound Class 2
11	2,350	0.45	Sandpiper Way between Marina Parkway and G Street	\$10,065	Revised Class 2 to reflect closure of Marina Parkway (Consult Port District)
12	2,037	0.39	Main St. between Frontage Rd. and Industrial Blvd.	\$11,313	Partly within San Diego (over I-5)
Total:				2,700,486	
Class 3 Facilities					
13	1,000	0.19	Auto Park Way between I-805 and Oleander Avenue	\$586	East-west connector
14	1,909	0.36	East Orange Ave./Olympic Pkwy. from Melrose Avenue to Oleander Avenue	Funded	Part of Caltrans project (over I-805)
15	1,320	0.25	Telegraph Cyn. Rd. between Nacion Ave. and Halecrest Dr.	\$878	East-west connector (under I-805)
16	3,753	0.71	East H St. between Claire Ave. and Hidden Vista Drive	\$1,757	Partly within County (over I-805)
17	5,246	0.99	Gotham Street between Otay Lakes Road and Chateau Ct.	\$1,757	East-west connector (Wall cutting not included)
18	1,600	0.30	East J St. between Paseo Ranchero and Cam. Calabazo	\$13,800	Class 3 conversion from Class 2
Total:				18,778	
				Total: \$4,253,678	

Transit System



Activity Centers and Trip Destinations



Land Use Changes

